

36 NASSAU STREET, NEW YORK.

Fisk & Robinson

BANKERS

Investment Securities

HARVEY EDWARD FISK
GEORGE H. ROBINSON

Member New York Stock Exchange.

PHOENIX

Mutual Life Insurance Company

Special rates on loans of \$25,000 to \$50,000.

Standard Loans

Address all communications to

F. W. MORRISON, Attorney,

7 and 8 when building, Indianapolis, Ind.

Long Dist. Tel. 156.

SAFE DEPOSITS.

S. A. FLETCHER & CO.'S

SAFE DEPOSIT VAULT

36 East Washington Street.

Absolute safety against fire and burglar.

Business day and night on guard. Desires for

savings of Money, Bonds, Wills, Deeds, Ab-

stracts, Silver, Jewelry, and valuable

Trunks, Packages, etc. Contains \$100,000.

Rent \$5 to \$45 per year.

JOHN S. TARKINGTON, Manager.

RATES TO BE ADVANCED

MOVEMENT FOR HIGHER FREIGHT

RATES BECOMING GENERAL.

Coal Dealers in Trouble Owing to the

Secrecy of Cars—Roadbed Improve-

ment Will Continue.

With local freight officials the opinion

prevails that, while the presidents of the

roadways have been in getting together

and advancing rates on freight, a general

advance within a few days, on east-bound

cars at least, will be made. The presidents,

it is thought, will get together next week

and order a general advance. Possibly grain

rates will be raised from the basis of 20 cents

per 100 pounds, Chicago to New York, to 25

cents, Chicago to the Eastern markets, to 40

cents. All other commodities are likely to

go to higher rates, with the exception of

iron and steel, which are already listed to

advance 15 per cent. Nov. 1. No change in

the present rates on first-class freights is

looked for.

A Secrecy of Coal Cars.

Ordinarily at this season of the year the

roadways companies running between the

East and West derive their greatest benefit

in the transportation of coal from the Penn-

sylvania fields to Central Traffic Associa-

tion territory, and in the present season

they are unable to provide for the hauling

of the fuel, owing to the unprecedented

handling of other and more profitable com-

modities. Local coal men are complaining

already of the difficulty of getting cars to

stock up this fall. The Pennsylvania

owners in the East have spent a noticeable

portion of the coal tonnage in the West

for the past twenty years and the

event of next week will be simply another

year of the same kind. The Pennsylvania

will be held near Huntington and next year

the people of that vicinity will make the

return trip. The Pennsylvania will be

will see several thousand people coming to

Indiana.

The first application of the mechanical

to a locomotive has been made in the

Chesapeake and Ohio. The coal is put into

a supply of coal which is then used in the

of Western city coal dealers, but now there

is but little to be had on short notice and

unless the situation is corrected, it will be

a local coal dealer, consumers in the Western

cities will pay more for anthracite and prob-

ably for coal from home than in any

former year.

Secrecy of Cross Ties.

With the prosperity and large earnings it

is now the policy of many of the well-man-

aged roads to spend a good deal of money on

betters, putting the lines in condition

to do business at a lower rate, which will

eventually follow. The Pennsylvania

will next month be the market for the

of new rails; also, the Lackawanna,

the New York Central, the Western and

Northwestern lines, the Big Four and the

and the Pennsylvania will be the

under former contracts, but they think

it wise to continue improvements to road-

beds. Engineers and men of way are

experiencing a great deal of trouble in

road wooden cross-ties. Fields where they

have heretofore largely been supplied

to have become exhausted, and

chased the contractors are being

they are obliged to pay more to the per-

sonal owning the ties, and engineers of

the Pennsylvania are generally of the

belief that in the near future metal cross-

ties will be used generally on the

present. A mechanical engineer, who

believes that wooden cross-ties are displaced

in favor of steel cross-ties, says that

longitudinal metallic sleepers, which would

greatly add to the rigidity of the track.

Crookers Sell to English Syndicate.

The San Francisco Post says the sale of

the Crocker interest in the Southern Pacific

Railroad Company has been made and that

the stock has been absorbed by an English

syndicate. The Post states in its form

of an interview with George W. Crocker,

and goes on to say that the Crockers have

removed their offices from the Southern Pacific

building and have taken up almost an

entire floor of the Crocker building, across

the street from the Southern Pacific

building. The Crockers, George and Will, are

going to New York City to look after

up their railroad business and George

Crocker will then take up his residence

in that city permanently in accordance to

wishes of his wife, who likes the metropol-

is. The value of the Crocker interests in the

Southern Pacific Company, which is

the Post's informant, "is closely estimated at

\$1,000,000, but the figure paid by the pur-

chaser for the Crocker share of the proceeds

will be nearly \$4,000,000. The sum has

expressed the determination of the Crocker

major portion in real estate in New York,

Chicago and San Francisco."

Personal, Local and General Notes.

Uninformed men of the Pennsylvania have

been notified to don their winter uniforms

Oct. 2.

Warren S. Crane has been appointed as

secretary and treasurer of the New

York & Harlem.

Franklin A. Wilson, president of the

Maine Central Railroad, will retire from the

presidency on Oct. 2.

C. H. Kingsbury, commercial agent at

Pittsburgh of the Norfolk & Western, is re-

covering from a long illness.

Chief Train Dispatcher, C. C. Lang, of the

Pittsburgh, Fort Wayne & Chicago, has re-

sumed his duties after his vacation.

The earnings of the Chesapeake & Ohio

for the second week in September increased

\$39,531, from July 1 the increase was \$13,088.

D. H. Ladsberg, chief dispatcher of the

Wheeling & Lake Erie, has resigned. The

duties of this office will be assumed by H. C.

Warren.

The Pittsburgh, Youngstown & Ashtabula

a Pennsylvania line, has declared a dividend

of 2 1/2 per cent. on the preferred stock, pay-

able Sept. 25.

The Baltimore & Ohio placed an order on

Thursday for two hundred refrigerator cars,

the first order of the kind for the

roadbed, to be used to "set more of the

roadbed.

The railroad branch of the Young Men's

Christian Association at Cincinnati has

started a restaurant to accommodate the

road men and it is proving a good move.

All of the lines are making reservations

for the business of the coming season.

Next week to attend the Dewey celebra-

tion. The movement is going to be heavier than

any other year.

On the 22nd, the Pennsylvania

will have no militia will likely go to this territory.

SIGNS OF RECUPERATION

STRONG UNDERTONE IN STOCKS

STARTS THE MARKET HIGHER.

Condition to Be Revealed by To-Day's

Bank Statement Somewhat Doubt-

ful-Local Markets.

At New York yesterday money on call was

firm at 5 1/2 per cent.; last loan, 6 per cent.

Prime mercantile paper, 4 1/2 to 5 per cent.

Sterling exchange was firm, with actual

business in bankers' bills at \$4.86 1/2 for demand

and at \$4.84 1/2 for 60 days; for 90 days,

at \$4.82 1/2; for 120 days, at \$4.80 1/2.

Silver certificates, \$3.95 to \$4.00; bar silver,

\$1.25 to \$1.26; gold, \$1.25 to \$1.26.

At London, bar silver was steady at 25 1/2 to 26 pence.

The recuperative tendency of the stock

market gained decided force during the

progress of yesterday's trading. The un-

certainty abroad was an element at the open-

ing and the tone of speculation here was

undoubtedly affected by the

announcement of the British holders over

the amount of the dividend and dropped nearly

three points from Thursday's closing level

here. The pressure on American Tobacco

was also in evidence and Brooklyn Transit

also had a struggle to overcome its opening

loss. The latter eventually recovered, how-

ever, and closed at a profit of 1 1/2 points.

Thursday night's loss, its advancing ten-

dency afterwards was, its stimulating in-

fluence on the market throughout the day.

The stocks of New York city corporations

showed close sympathy with the movement

in Brooklyn Transit and many rumors were

prevalent to account for the movement

of the public utilities in the greater city of

New York. The fact that the interests

which have been in conflict in the local gas

war are more or less identified with the

various traction companies gave color to the

rumor. Net gains in this group, including

Manhattan, Metropolitan Street-railway,

Brooklyn Transit, consolidated, and

Brooklyn Union Gas, ranged from 1 1/2 to

2 points. The movement in the specialties

was most conspicuous throughout the day,

but a rather notable demand sprang up for

the railroads, attracted by a sudden rise in

United States Central, 1 1/2; these gains were

not maintained, but there was notable buy-

ing in the specialties, and the movement in the

railroads was moderate. The New York

Central, 1 1/2; these gains were not main-

tained, but there was notable buying in the

specialties, and the movement in the rail-

roads was moderate. The New York Central,

1 1/2; these gains were not maintained, but

there was notable buying in the specialties,

and the movement in the railroads was

moderate. The New York Central, 1 1/2;

these gains were not maintained, but there

was notable buying in the specialties, and

the movement in the railroads was moder-

ate. The New York Central, 1 1/2; these

gains were not maintained, but there was

notable buying in the specialties, and the

movement in the railroads was moderate.

The New York Central, 1 1/2; these gains

were not maintained, but there was notable

buying in the specialties, and the move-

ment in the railroads was moderate. The

New York Central, 1 1/2; these gains were

not maintained, but there was notable buy-

ing in the specialties, and the movement in

the railroads was moderate. The New York

Central, 1 1/2; these gains were not main-

tained, but there was notable buying in the

specialties, and the movement in the rail-

roads was moderate. The New York Central,

1 1/2; these gains were not maintained, but

there was notable buying in the specialties,

and the movement in the railroads was

moderate. The New York Central, 1 1/2;

these gains were not maintained, but there

was notable buying in the specialties, and

the movement in the railroads was moder-

ate. The New York Central, 1 1/2; these